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REPORT

50X1-HUM

CD NO.

COUNTRY Poland  
 SUBJECT Transportation - Rail, highway  
 HOW PUBLISHED Bimonthly periodical  
 WHERE PUBLISHED Gdansk  
 DATE PUBLISHED Nov/Dec 1948  
 LANGUAGE Polish

DATE OF INFORMATION 1948

DATE DIST. 29 Aug 1950

NO. OF PAGES 3

SUPPLEMENT TO REPORT NO.

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SOURCE Technika Morza i Wybrzeża, No 11/12, 1948.

NEW RAILROAD AND HIGHWAY  
CONSTRUCTION IN SZCZECIN

## TRANSPORTATION PROBLEMS OF SZCZECIN JUNCTION

Engr Włodzimierz Dziekowski, Dir  
 Szczecin Reconstruction Project

The development of the most convenient system of communications between Szczecin and the Odra River Basin and between Szczecin and the rest of the country must be the primary consideration in planning and building lanes of communications under changed geopolitical conditions.

In the German system of overland communications, Szczecin was situated at the intersection of the Berlin-Gdansk and Lubeck-East Prussia lines, running from the southwest and northwest in a northeast direction. Water transportation was over the Odra from south to north.

Originally, the port of Szczecin, situated in the fork between the two arms of the Odra River, was bisected by both the highway and the double-track railroad line which connected Szczecin on the west with Dab Szczecinski on the east in a direct line. The port was served by both the highway and the railroad. Another railroad line started at Gumience Station, circled the city, turned north along the Odra to serve the industries along the west bank of the river, and continued north as far as Trzebiez Szczecinski on Szczecin Bay.

Later there was another railroad line coming up from the south through Kostrzyn and Gryfino, which connected with the east-west line at the Szczecin freight station in the port.

In the period between World War I and World War II, a strategic railroad line, and a highway parallel to it were built for east-west through traffic from Gumience to Dab Szczecinski, by-passing Szczecin on the south. Before World War II, a motor highway between Berlin and Gdansk was begun. This road passed about 8 miles south of Szczecin. However, it was never completed, work having been discontinued at Stargard.

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The main railroad lines mentioned above were joined by numerous junction lines, often at different levels, with convenient connections between the stations of the Szczecin junction.

Immediately after the war, when Szczecin was taken over by the Soviet army, temporary bridges were built over the Odra and trains operated only as far as the Gumience station, which was situated 5.5 kilometers from the heart of the city. No other transportation was available from there on. This was the only station open for Szczecin traffic.

The line from Gumience to Central Szczecin was opened next. At that time, locomotives had to be transferred to the end of the train at Gumience, since Szczecin was in the opposite direction and at the end of the line. Meanwhile, the line circling the city was rebuilt, as well as another section of the line along the Odra River as far as the police station.

The only vehicular road open at this time was one over a low bridge spanning the river between Radziszewo and Kolbaczewo. It was necessary to traverse a distance of 20 kilometers to go from Szczecin to Dabie Szczecinskie; the bridge was opened for river traffic twice daily, stopping vehicular traffic over the bridge for 2 hours each time.

The third step was the rebuilding of the line which branches off from the outlying Dabie Szczecinskie-Gumience Line at Wstowo and passes through Wzgorze Hetmanskie and Pomorzany to Central Szczecin. This line by-passes the Gumience Station and makes it unnecessary to change direction of the run at that station.

A connecting line, now being built from Estowo to the Gumience-Szczecin Line, will shorten travel time.

Since the bridges over the Odra and Regalica rivers have been rebuilt, the average running time of a passenger train is 56 minutes. This will be shortened to 36 minutes when the new connecting line from Wstowo is put in operation.

The former east-west line, the shortest leading through the port of Szczecin, will not be rebuilt. The space is being used for building new freight stations for the port.

From mid-1946, vehicular traffic from Szczecin to Dabie Szczecinskie was routed over the outlying road which parallels the railroad line and over the railroad bridges. Since the completion of the Bailey-type steel bridges in December 1947, vehicular traffic has been routed over the former road leading through the port.

Rebuilding of the motor highway bridges over the Odra and Regalica Rivers is still in progress and should be finished in the winter of 1948-1949.

#### SZCZECIN BUILDING NEW THOROUGHFARE

At the beginning of the 1948 building season, work was started on the first completely new investment project in municipal transportation in Szczecin. After the rubble was cleaned, holes were patched, and the existing network of the city transportation system was repaired, work was started on the first part of one of the most important thoroughfares planned for greater Szczecin.

According to the proposed plan for the Szczecin Complex, a first-class thoroughfare for through vehicular traffic will traverse the city between the southernmost and northernmost points. Beginning at Pomorzany on the south, it will cut through the heart of the city, through Grabowo, Zelechowa, Goclaw, Stoleczyn, and as far north as Skolwin. The thoroughfare will be built along the bank of

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the western tributaries of the Odra River where in places the embankment rises 80 meters. It will separate the industrial section of the city, situated along the Odra River, from the residential section on the heights.

This thoroughfare will serve most of the local industries, including the Szczecin Metallurgical Plant and the Superphosphate Plant. The downtown segment of the thoroughfare starting from the square at the present railroad station and running as far as the Waly Chrobrego, about one kilometer long, was completed this year.

The thoroughfare consists of two levels: the lower service level along the river bank in the area of and on the same level as the present Vasco da Gama Street, and the upper level for through city traffic, 2.60 meters above the lower level. The lower level varies in width from 15 to 22 meters. The upper level is laid over broad arches and is separated from the lower level by a retaining wall. It is divided into sidewalks, bicycle paths, two one-way roads, streetcar tracks, and a service lane for slow traffic, to be used in connection with the construction work on the thoroughfare. Each road will have three traffic lanes with good visibility and minimal grades, to assure the most convenient transit for through traffic. There is only one intersection, with the highway over the Sobieski Bridge spanning the Odra River. The service level of the thoroughfare intersects this highway at two points near the bridge in its descent below the service bank.

Pedestrian communication between the two levels is by means of stairs placed at intervals; for vehicular traffic, connecting roads will branch off at the Waly Chrobrego and at the railroad station.

The project was worked out in the Szczecin Planning Office from the plans of Peter Zaremba and Adolf Ciborowski, based on preliminary studies and suggestions by Jan Chmielewski, Professor of Engineering. It was approved by the Chief Area Planning Office and by road construction engineers.

The two-level plan solves the problem of utilizing the existing rubble. After adequate processing, it will be used for leveling the land to attain the desired grade for the upper road. The land rises gradually at first, but at the Castle and the Church of Saint James it suddenly becomes very steep. The section of the road near the city is almost on a level with the natural contour of the land, which is high enough for the upper road.

All necessary leveling work for the upper road has been completed, as well as 30 percent of the retaining wall and 70 percent of the leveling behind two buildings along this strip.

A rough foundation should be completed before the 1948 building season closes. In 1949, the road will be paved, the streetcar tracks laid, and the first part of the plan for greater Szczecin put into operation.

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